**Amendments to the Specification:**

Please replace paragraph **[0020]** with the following amended paragraph:

**[0020]** In the following, the invention and its embodiments are explained in detail in connection to the figures. In the drawing:

Figure 1 shows a block diagram of a twin-clutch transmission in diagrammatic illustration;

Figure 2a shows a flow diagram for ~~the~~ a consecutive sensing point adaptation when a vehicle is stationary based upon which clutch was last successfully adapted;

Figure 2b shows a flow diagram for a consecutive sensing point adaptation when a vehicle is stationary based upon which clutch is used for starting off;

Figure 2c shows a flow diagram for a simultaneous sensing point adaptation when a vehicle is stationary;

Figure 3 shows a flow diagram for ~~the~~ a zero point correction when a vehicle is moving; ~~and,~~

Figure 4 shows a flow diagram for ~~the~~ a zero point correction when a vehicle is stationary and transmission iA and iB gears engaged;[[.]]

Figure 5 shows a flow diagram for another zero point correction when a vehicle is stationary and transmission iA and iB gears engaged;

Figure 6 shows a flow diagram for yet another zero point correction when a vehicle is stationary and transmission iA and iB gears engaged;

Figure 7 shows a flow diagram for a zero point correction when a vehicle is stationary and transmission iA or iB gears engaged;

Figure 8 shows a flow diagram for another zero point correction when a vehicle is stationary and transmission iA or iB gears engaged; and,

Figure 9 shows a flow diagram for a zero point correction when a vehicle is stationary and transmission iA and iB are disengaged.

Please replace paragraph **[0029]** with the following amended paragraph:

**[0029]** Referring to ~~Figure 4~~ Figures 4, 5, 6, 7, 8 and 9, if the vehicle is stationary, according to the present invention it is possible to proceed as follows:

1. When gears in partial transmissions iB and iA, which are mounted downstream of clutches B and A, are disengaged, the zero correction of clutches A and B is carried out.

2. When the gear in partial transmission iA or iB, which is mounted downstream of clutch A or B, is disengaged and the gear in partial transmission iB or iA, which is mounted downstream of clutch B or A, is engaged, the zero correction of clutch A or B is carried out, the gear of partial transmission iB or iA, which is mounted downstream of clutch B or A, is disengaged, the zero correction of clutch B or A is carried out, and, finally, the gear of partial transmission iB or iA, which is mounted downstream of clutch B or A, is re-engaged.

3. When the gear of partial transmission iA or iB, which is mounted downstream of clutch A or B, is disengaged and the gear in partial transmission iB or iA, which is mounted downstream of clutch B or A, is engaged, the disengagement of the gear of partial transmission iB or iA occurs. The zero correction of clutches A and B is carried out and thereafter the same gear of partial transmission iB or iA is re-engaged.

4. When the gears in partial transmission iA [[or]] and iB, which are mounted downstream of clutch A and B, are ~~disengaged~~ engaged, the disengagement of the gear of partial transmission iA or iB, which is mounted downstream of clutch A or B, occurs. Thereafter, the zero correction of clutch A or B is carried out and the same gear of partial transmission iA or iB is re-engaged. The gear of partial transmission iB or iA, which is mounted downstream of clutch B or A, is disengaged, whereupon the zero correction of clutch B or A is carried out and the same gear of partial transmission iB or iA is re-engaged.

5. When the gears in partial transmission iA and iB, which are mounted downstream of clutch A and B, are ~~disengaged~~ engaged, the disengagement of the gears in both partial transmissions iA and iB, which are mounted downstream of clutches A and B, occurs. The zero correction of clutches A and B is carried out, and the same gears of partial transmission iA and

iB are re-engaged.

Please replace paragraph **[0033]** with the following amended paragraph:

**[0033]** For the sensing point adaptation, which can only be carried out when the vehicle is stationary, the following possibilities are conceivable. This is explained in detail in connection with ~~Figure 2~~ Figures 2a, 2b and 2c.

1. If a gear is engaged in both partial transmissions, the sensing point adaptation can be carried out one after the other.

2. If a gear is engaged in partial transmission iA or iB, which is mounted downstream of clutch A or B, and no gear is engaged in partial transmission iB or iA, which is mounted downstream of clutch B or A, a gear is engaged in partial transmission iB or iA and the sensing point adaptation for clutches A and B is carried out simultaneously.

3. In a sensing point adaptation, the clutch A or B whose last successful sensing point adaptation was furthest in the past is always adapted first.

4. The sensing point adaptation is always carried out on the clutch A or B, which is mounted upstream of the partial transmission iA or iB, in which the gear for starting off is most probably engaged.

Please replace paragraph **[0033.1]** with the following amended paragraph:

**[0033.1]** Sensing point adaptation methods 1 through 4 are best understood in view of ~~Figure 2~~ Figures 2a, 2b and 2c. All four methods apply to a stationary vehicle having at least one engaged gear in a partial transmission, thus the methods may be performed when both partial transmissions have an engaged gear. The method begins with a determination of whether one or both partial transmissions have an engaged gear. If only one partial transmission includes an engaged gear, the disengaged gear of the other partial transmission is engaged. If both partial transmissions have engaged gears, no change to the gears is required and the methods proceed to the next stage. Subsequent to ensuring that both partial transmissions have an engaged gear, the

sensing point adaptation may either be simultaneous or consecutive. When simultaneously adapting, no further determination is required, and both clutches are adapted. Alternatively, if consecutive adaptation is selected, the method of determining the first clutch to adapt is either pursuant to the last successful adaptation or the starting off gear methods. According to the last successful adaptation method, the order of sensing point adaptation is based on which clutch was most recently or most remotely adapted. Thus, if clutch A was the last successfully adapted clutch, then the sensing point adaptation is first performed on clutch B, and subsequently on clutch A. While contrarily, if clutch B was the last successfully adapted clutch, then the sensing point adaptation is first performed on clutch A, and subsequently on clutch B. Alternatively, the starting off gear method includes determining the first clutch to adapt based on which clutch is used for starting off the vehicle from its stationary condition. Thus, if clutch A is the clutch used for starting off, then the sensing point adaptation is first performed on clutch A, and subsequently on clutch B. While contrarily, if clutch B is the clutch used for starting off, then the sensing point adaptation is first performed on clutch B, and subsequently on clutch A. Following either consecutive sensing point adaptation method, a determination is made as to whether or not the adaptations were successfully carried out. If the adaptation is not successful, the portions of the methods after gear engagement are repeated, while if the adaptation is successful, the methods are complete.